

Intimation.

Powell's

NEW
FABRICS.FOR
CURTAINS,

LOOSE COVERS,

PORTIERES,

DRAPERIES,

CUSHIONS, &C.

IN

THE LATEST

ART

COLOURINGS

ARE NOW

DISPLAYED

IN

THEIR

SHOWROOMS.

FIRST FLOOR

Alexandra

Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

Public Companies.

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary on SATURDAY, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 24th September, 1910. [627]

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY, the 8th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 23rd September, 1910. [624]

Intimations.

G. R.

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on THURSDAY, October 6th:

ENGINEERING SECTION:

Building Construction and Drawing,
Field Surveying,
Machine Drawing,
Surveying,
Mathematics,
Mechanics.

COMMERCE SECTION:

English,
French,
Chinese (Cantonese Colloquial),
Shorthand,
Book-keeping.

SCIENCE SECTION:

Chemistry (Theoretical and Practical),
Metallurgy,
Physics.

TEACHERS' CLASS:

English,
Klondygonian.

Students should attend at the Institute to be enrolled on WEDNESDAY, THURSDAY or FRIDAY, next, between 6 and 7 P.M.

Copies of the Prospectus and Entry Forms may be obtained on application to the Undersecretary.

R. RALPHS,
Director.
Hongkong, 1st October, 1910. [630]

NOTICE OF REMOVAL.

I HAVE THIS DAY REMOVED MY OFFICE TO NO. 8, DES VUEUX ROAD, CENTRAL (corner of Ice House St.), Top Floor.

J. FENNESSEY SETH.
Hongkong, 1st October, 1910. [631]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Underwritten and Executed.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1907. [61]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES, and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month. The S.S. "Rehille" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910. [750]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (Daily and Weekly Issues) will be as follows:

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.20 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, (ten cents) Weekly, (twenty-five cents) (for cash only).

(PAYABLE IN ADVANCE.)

There will be no return to Mainland subscribers as arrears.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 1st October, 1910. [11]

RAILWAYS.

A few days ago the Throne was informed that the profits accruing to the Chinese Government from the Peking-Hankow Railway since the date of redemption had amounted to Tls. 3,640,000. Within the week this statement is followed by the announcement that a loan had been issued in London for £450,000 in connection with the same railway. In any other country than China the incongruity between these two announcements could hardly have passed unchallenged. As far as is known, this statement is required for repairs to the Peking-Hankow line, and the comparative mystery surrounding the issue may be attributed to the fact that the Ministry of Communications was anxious to raise the money entirely unfettered by the conditions that would probably be insisted upon by the usual loan channels. Hence the appearance among China's creditors of another British Bank, and a loan at seven per cent. taken up, we may infer, by the Bank in question at three or four points below par and at 100. The new issue must not be confused with the original loan of £500,000 floated on October 13, 1908, for the redemption of the Peking-Hankow Railway. It is required for expenditure that ought to have been defrayed entirely or in part from revenue. Tui so eager have the Chinese authorities been to show big profits from the line, that they seem to have neglected much necessary expenditure on upkeep. If only a moiety of the reports be true, it is to be feared that the earning capacity of the railway has been strained to the utmost, at the expense of both present and future efficiency. The result has been a profit of Tls. 3,640,000 over a period of, presumably, twenty months or a little more than five per cent on the original loan. In ordinary circumstances this might be regarded as satisfactory, but the profits cannot be considered apart from the known condition of the railway, and on this subject nothing could be more eloquent than the loss of £450,000.

If the Peking-Hankow line is to set the example of Chinese railway management, it is to be feared that railways in this country will fare no better than monuments and State enterprises of former years, such as the Grand Canal. China's railway problem is not solved, even when she has found the money and the engineers to build her lines; and if she is to avoid additional burdens on her already overstrained finances she must cultivate the science of economic railway management. The Government has wisely determined upon a system of State-owned lines, and when the country has secured a network of railway communication proportionate to its area and population, the problem of management will require the most skilled handling. National conditions will call for cheap fares and cheap freight, and only honest and capable direction in all ranks of railway officials will enable the Government to run its railways permanently at a profit. In this connection China, if she be well-advised, will benefit by the experience of others. In Great Britain railways are not State-owned. The capital invested in the railway companies of the United Kingdom, which is of very small extent compared with China, is nearly twice the amount of the National Debt; the gross income of the companies is within measurable distance of the national income, amounting to £3 annually per head of the population of the British Isles, the railways employ over 700,000 people and burn some eight million tons of coal annually in the fire-boxes of their locomotives. In the six years since 1890 the total paid-up capital of the railways has grown from £1,000,000 to £4,310,000,000, and the mileage has increased from six thousand to twenty-three thousand. But a comparison of capital receipts, miles open, train-miles and cost of working between a railway at the earlier date and its successor to-day shows that the money earned per mile of track open remains practically the same, although to earn the same amount to-day the railway will have to run trains three times the distance covered by its predecessor sixty years ago.

It is more than probable that China's experience in railway development will follow that of other countries. In England the cost of working per train-mile is to-day about what it was sixty or seventy years ago, and China starts with this important advantage. On the other hand receipts per train-mile in England have diminished to one-third of the earlier amount, and this downward movement will find its counterpart in China in the gradual enhancement of prices that will follow the opening up of the country. In England, as a writer on the subject has pointed out, a more conservative system of financing the railways might have been adopted in the earlier days with advantage. If when the receipts per train-mile were larger a proportion of the revenue had been used annually for the construction of new works and for the provision of new rolling stock, instead of raising fresh capital for everything in the nature of an addition to the railway, the companies would to-day have been in a position to regard with equanimity the increasing cost of working. In China, if reports be true, regarding the Peking-Hankow Railway, not only will further capital be required for new works and new rolling stock, but even the ordinary upkeep of the line may have to be met by a special loan. Such a policy is prejudicial both to the finance of the Empire and to the cause of railway development, and we may hope that when H.E. Tang Shao-yi assumes control of the former Ministry, the Yenchuan, a new era will be introduced in Chinese railway management. It is necessary to expect that China should have had time to acquire the necessary experience of controlling a vast system of State railways. She can, however, procure all the advice that she needs without in any way impeding the supreme control of the Ministry of Finance and Communications. To dispense with foreign expert advice in the management of the railway at this stage will probably result in the permanent crippling of railway development in China.—H. G. D. FINE.

AN ANT-INFESTED COUNTRY.

"Among the more remarkable insect inhabitants of these spots [in the Congo-Zambesi watershed] are the formidable driver ants (Dorylinae)," writes a naturalist in the "Geographical Journal." "These wonderful insects occur everywhere, but are particularly common in the high plateau country and in the neighbourhood of water. They are frequently to be seen marching in vast armies, several individuals abreast. Many of these are carrying food supplies and are guarded on the flanks by innumerable armed sentries. Were beside the man who is so unlucky as to tread among them. He is immediately covered with a host of blood-thirsty enemies who bury their mandibles in his flesh, producing the sensation of innumerable red-hot needles. The insects not infrequently invade camps and native villages and can then only be turned from their objective by a line of red-hot ash. Except for the inconvenience of being turned out of their huts, these visits are not objected to by natives. Every living thing has to depart hurriedly or die on these occasions, with the result that much of the vermin disappears—for a time, at least. Another insect, nearly as warlike as the driver ant, is a species of poner, a large black ant which has a powerful and painful sting. This insect is particularly addicted to walking on native paths, and usually does so, about four or five abreast, flanked by a few skirmishers. When alarmed, the whole community has the singular power of being able to produce a peculiar rustling noise. It wages perpetual war upon the termites, and may often be seen returning from a successful foray. On these occasions the majesty of the army is laden with the bodies of their victims."

"It is impossible, in describing any part of tropical Africa, to avoid some mention of the termites. The different species of these insects build very varied and remarkable mounds. Some of them are of enormous size, and have a marked influence upon the landscape. They are sometimes as much as twenty feet high, and are frequently placed at somewhat irregular intervals about thirty or forty yards apart. On the plains, on the other hand, the commonest species makes a much smaller mound. In some parts of the plateau in the Congo basin country there is a species which makes a small mushroom-shaped mound; a new top being apparently added at each wet season. The result of this is that an old mound looks like a pile of hay or fluff, somewhat circular, padding dishes."

Intimations.

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF

H.E. Sir HENRY MAY, K.C.M.G.

H.E. Major-General BROADWOOD, C.B.

Commodore EYLES, R.N.

AN ENTERTAINMENT

will be given at the

CITY HALL,

on

SATURDAY, OCTOBER 15TH, and

MONDAY, OCTOBER 17TH.

Seats may be booked at The Robinson Piano Company on and after Monday, October 3rd.

Hongkong, 26th September, 1910. [614]

SAVE YOUR HEALTH

in drinking the cheapest and most

agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles \$0.50

Dosets \$1.15

Cases 50 Bottles \$15.50

" 60 " \$13.50

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910. [617]

THERAPION MAY NOW ALSO BE OBTAINED

DRAGGE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

THERAPION NO. 1

This successful and highly popular remedy, used in the Continental Hospitals by Dr. Bouchard, Dr. Robert, Dr. Vulpes and others, combines all the best of the most powerful remedies, and is the only one that is not only effective, but also pleasant to take.

It is a very short time, after a few days only, restores all the vitality and energy of the system, and is the only remedy that does not produce any harmful effects, and is the only one that is not only effective, but also pleasant to take.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 29th Sept., 1910, 100 lbs. per 1 Man.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B. 30

" Corned—Ham Ngan Yek 21

" Roast—Shio 22

" Breast—Ngan Lam 13

" Soup, Tong Yek 23

" Steak—Ngan Yek Pa 23

" Sirloin—Ngan Lam 20

" Sausages—Ngan Yek Chong 25

" Ballocks Brains—Know 0

" Tongue fresh—Ngan Li 10

" Corned—Ham Ngan Li 60

" Head—Ngan Tao 15

" Heart—Ngan Sum 12

" Hump, Salt—Ngan Kiu 12

" Foot—Ngan Keok 12

" Kidneys—Ngan Yek 9

" Tail—Ngan Mei 12

" Liver—Ngan On 12

" Tripe (unpressed)—Ngan To 6

" Galves' Head and Feet—Ngan Chai 12

" Mutton Chop—Yung Pal Kwai 22

" Leg—Yung Pal 22

" Shoulder—Yung Shao 22

" Pig Chilling—Chai Chong 22

" Brains—Chai Know 22

" Feet—Chai Keok 22

" Fry—Chai Chai 22

" Head—Chai Tan 22

" Heart—Chai Sum 22

" Kidneys—Chai Yek 22

" Liver—Chai Kon 22

" Pork Chop—Chai Pal Kwai 22

" Corned—Ham Chai Yek 22

" Leg—Chai Pal 22

" Fat or Lard—Chai Yek 22

" Sheep's Head and Feet—Yung Tan 22

" Knock 22

" Heart—Yung Sum 22

" Kidneys—Yung Yek 22

" Liver—Yung On 22

" Sucking Pig, To Order—Chai Chai 22

" Suet Beef—Sung Ngan Yek 22

" Mutton—Sung Yung Yek 22

" Veal—Ngan Chai Yek 22

" Sausages—Ngan Chai Yek Tong 22

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FRUITS.

Almond—Hung Yek 21

Apple (California)—Kam San Ping 21

" (Chafu)—Tio Chuan Ping 21

Intimation.
A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.
WINE AND SPIRIT MERCHANTS.
**WATSON'S
E**
VERY OLD LIQUEUR

**SCOTCH
WHISKY**
A Blend of the Finest Pure Malt
Whiskies distilled in Scotland
OF
**GENUINE AGE
AND
FINE MELLOW
FLAVOUR.**

Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.
ALEXANDRA BUILDINGS,
Hongkong, 7th July 1910. (18)

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$5 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportionally.
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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

DEATHS.
On September 24, 1910, at Hankow, to Mr. and Mrs. Walter B. Andrews, a daughter.
On September 30, 1910, at Shanghai, the wife of Donald MacDonnell, a daughter.
MARRIAGES.
On September 13, 1910, at London, David C. Dick, J. M. Oostens, to Emma, widow of the late Thomas C. Craig of Forfar.
On September 29, 1910, at Shanghai, Hubert Dwyer Bell, son of the late J. A. Bell of Headley, Hampshire, England, to Claudia Anita Prout Rowe, daughter of William Henry Rowe of Walford, Herefordshire, England.
On September 30, 1910, at Shanghai, James McLeod Ritchie to Alice Forrest Semple (Glasgow).

The Hongkong Telegraph
HONGKONG, WEDNESDAY, OCTOBER 5, 1910.

THE OPIUM TRADE.
As time goes on, the opium problem appears to be fraught with new and newer difficulties. In Hongkong, since the divans were abolished, the question has arisen as to what constitutes a divan. In the old accepted term, a divan was a place of public resort for the smoking of opium, where the smoker could buy his own drug and smoke to his heart's content. But now under the freshly imposed anti-opium laws all those places have been closed and the Opium Farmer consequently penalised. We have before referred to this subject, and we would be the last to wish that anything should be permitted to stand in the way of any sincere endeavour on the part of China to eradicate the opium habit from amongst her people.

The question is, whether or no the anti-opium movement is directed against the evil as such, or against the importation of Indian opium as opposed to the native product. Our Home Government did not appear to entertain any doubt upon the subject, for they summarily ordered the divans to be closed, and the exports of Indian opium to be decreased annually by so much per cent. That both of these measures have so far failed to effect their ostensible purpose is shown by the fact that the imports of foreign opium into China have actually increased within the past year, whilst the closure of the public divans has led to the adoption of an evasive scheme whereby the regulations can be circumvented. The opium-smoker has now no longer any licensed divan to which he can resort, so he betakes himself to some house where he is supplied with pipe, lamp, and the other paraphernalia, carrying his own opium with him. No fee is charged for the use of this compartment, but in lieu thereof the smoker leaves the dross in the pipe when he takes his departure. The dross, it may be mentioned, is fairly valuable and after being re-made in conjunction with raw opium is of quite a saleable standard. The Police have been very active in instituting prosecutions against these unlicensed resorts, their contention being that the dross left in the pipe is the same as raw opium. The Magistrate, however, has decided exactly opposite, with the result that the opium houses go on as merrily as ever. Of course, our local Government is powerless in the matter, for they imposed the Downing Street bill against their will and at the expense of their own pocket; but surely it must be apparent to the veriest Exeter Hall fanatic that it is far more preferable to have the opium habit under Police supervision in licensed divans than to allow it to be pursued broadcast over the Colony in places to which the Police have no right of access. We cannot gather from recently published governmental returns how the consumption of opium in the Colony during the past eight months compares with that of previous years, but we take it that it cannot have shown much falling-off in view of the fact that the amount of chandu in transit through Hongkong during 1909-10 showed an increase. In Singapore and Penang during the present year there has been a considerable diminution in the consumption of opium, the figures for the first six months being 750,005 taels as compared with 777,483 taels for the corresponding period in 1909. In Malacca, owing to the employment of larger numbers of Chinese coolies on the rubber estates, the consumption has increased (77,352 against 50,729). The actual amount consumed last year was probably considerably higher than that shown by the above figures, which are taken from the Farmers' returns. There is reason to believe that the opportunities for smuggling chandu into the Colony are less favourable now than they were. At the beginning of the year the price of chandu to dealers was \$3 per tael. On April 12 the price was raised roughly by 50 per cent. The monthly sales immediately fell, but perhaps hardly to the extent which might have been expected. 125,367 taels were sold in April and 124,627 taels in May. Yet in spite of the fact that the imports from India are being cut down, the Governor of the Straits Settlements anticipates a "considerable expansion in the revenue derived from opium" next year. In Singapore, of course, they are in rather a different position from that which we occupy in Hongkong. There the Government have undertaken the preparation and sale of chandu. It is with interest that we gather from Southern papers that Great Britain has agreed to the American proposal regarding the Opium Conference at the Hague, but stipulates that the existing British agreement with China be excluded from discussion. In reference to the Conference it is stated that Britain has accepted the suggestion, that the findings of the Shanghai Conference should be embodied in a Convention. Britain has also agreed that the Hague Conference should consider also the traffic in cocaine and morphine, but it suggests that the Government interested should previously investigate the manufacture of and trade in those drugs, so as to enable them to deal effectively with the matter. It seems only right that the British agreement with China should be omitted from the Conference deliberations. It concerns very gravely the finances of the Straits Settlements and of Hongkong as well as the trade of India. We have already seen how in this Colony have been granted compensation for loss of revenue by the contribution of a single lakh of dollars as against an actual loss of two and a half lakhs, not to mention the losses sustained by individual firms in our midst; and it is only befitting that Great Britain should conserve the remnants of those privileges which she does enjoy under her agreement with Peking.

LOCAL AND GENERAL.
THREE months' hard labour was awarded a native at the Magistracy this morning for being a rogue and a vagabond.
A CHINESE was given three weeks' hard labour and four hours' stocks in the Police Court this morning for stealing a pair of silk trousers and an umbrella.

THE HONGKONG UNIVERSITY.
It would be recognised by the University Board that the normal faculties as well as the intellectual faculties of undergraduates required training, and this end will be sought not by making the teaching of religion absolutely compulsory, but by establishing a hostel. The interests of China will possibly call for both the University in Hongkong and another at Hankow. And if money were no consideration, we could welcome both schemes. Any rivalry between them, however, will be a matter for sincere regret, if it tends to impair the efficiency by restricting the endowment of the more advanced scheme, the Hongkong University.—N. C. D. Kean.

THE HONGKONG UNIVERSITY.
THE RIVAL ENTERPRISES.
It is most unfortunate that, arriving late in the field of educational enterprise in China, Great Britain should find her energies in this direction handicapped by rival appeals for her financial support. Hongkong has successfully launched a comprehensive scheme for a fully equipped university in the colony, and although the Government has obtained a gratifying response to its appeal for funds from Chinese and foreigners in the Far East, this endowment fund still requires additional contributions and an attempt is being made to enlist the sympathy of the Pome country. Simultaneously the proposal to establish under British auspices a Chinese university in central China has found a considerable backing of an influential nature, and the scheme, if a native report is to be believed, has so far progressed that a site has already been purchased in Hankow.

THE HONGKONG UNIVERSITY.
If it is to materialise, will owe a considerable debt of gratitude to the Rev. Lord William Cecil, who has secured the cooperation of Oxford and Cambridge Universities. It sets out to break different ground from that which is to be covered by Hongkong University. The medium of instruction, if we understand the scheme aright, will be Mandarin Chinese, and the object is to enable China to obtain a university founded on sound lines in regard to modern education and, presumably, religious thought. In course of time, as the Rev. Arnold Foster pointed out in a recent letter in our columns, it is expected that Chinese graduates will take their places on the University Board and share responsibility for its future direction. It was probably this aspect of the Central China University, its establishment not only for the benefit of Chinese, but as an ultimate possession for China herself, that led Sir Frederick Lugard to

CLAIM FOR THE HONGKONG UNIVERSITY.
freedom from the risk of falling under the deadening influence of Chinese officialdom. The future alone can decide this question; but it must be pointed out that, when the Hankow University is a working institution, the men whose names are now so much to-day for the inauguration of the scheme will, if still living, removed by many thousands of miles from the personal direction of the everyday affairs of the University. Meanwhile the Chinese leaves will increase in influence, and, however able and well-intentioned, can bring only a few years' artificial training to counteract the ingrained tendencies derived from the traditions of centuries. The promoters of the Central China University, we are led to believe, deprecate the idea of

RIVALRY BETWEEN THE TWO SCHOOLS.
They point out that Hankow is many hundreds of miles from Hongkong, and, as we have already indicated, that the ground to be covered by the respective Universities will be distinct. Nevertheless they are at one in their appeals to the British public for funds. The United Universities scheme, it is true, now proposes to enlist the support of American Universities; but it will also come forward as a claimant upon British generosity, and unless there is more money available in Great Britain for educational purposes in China than we imagine, its appeal is likely to clash with the Hongkong University movement. There can be no doubt as to which scheme should have

THE HONGKONG UNIVERSITY.
THE PRIOR CLAIM.
upon the public at home. Hongkong University will be a British institution run on British University lines, the medium of instruction being English. While its doors will be open to all nationalities, it is expected to appeal primarily to the Chinese, to whom it is hoped that it will offer all the existing advantages, as well as many others that are to be found in the Universities of Great Britain and America. The fate of a university on Chinese soil must for a long time remain a matter of uncertainty. At present, as is well known, such universities are boycotted by the Chinese Government to the extent that their degrees are not recognised for the purposes of official rank. The

DEGREES OF FOREIGN UNIVERSITIES.
on the other hand, are readily recognised. It is obvious, therefore, that whether this embargo on local degrees be removed or not, the knowledge that they have a powerful lever for interference in the University management must remain a constant temptation to Chinese officials. In the case of Hongkong there would be no such temptation. It would probably be treated as a foreign University, and only in the event of grave international friction—not on such universally debatable points as educational methods or systems—would there be any desire to subject it to hostile discrimination. As will be seen from the special appeal for funds recently made in England by the Governor of Hongkong, which we publish in another column, it is hoped that the Colonial University will attract many of the Chinese who now flock to America or Europe, but would gladly avail themselves of a foreign university nearer home. The

STANDARD OF THE DEGREES.
to be obtained will be the same, while students will have the additional advantages of facilities for the study of their own language and literature. At first the facilities to be endowed will be restricted to three—Medicine, Applied Science and Arts—in order that the University should not attempt more than can be accomplished with the highest degree of efficiency. The subjects chosen cannot fail to appeal to China in return for money her most pressing needs to-day in an adequate supply of trained medical men and of engineers for railways, mines, irrigation, and many other purposes. By making the medium of instruction English the University will not only be able to attract the Chinese, but will also be able to attract the English and other foreign students who are now flocking to America or Europe, but would gladly avail themselves of a foreign university nearer home. The

THE HONGKONG UNIVERSITY.
TEST CASE AT THE SUMMARY COURT.
Before Mr. Justice Huxford, Acting Chief Justice, at the Summary Court, this morning, Cheong Ting Sam, an assignee under a deed of assignment dated May 10th, 1910, made between Mr. A. G. M. Fletcher, Deputy Official Receiver and Trustee of the estate of the late Tai Fung firm in bankruptcy, as vendor on the one part and the plaintiff as purchaser on the other part, sued the Kwong Yee Fung firm to recover the sum of \$39,977, which plaintiff as assignee claimed he was entitled to recover, being balance of an account for goods sold by the late Fung firm to the defendants. Mr. Eldon Potter, instructed by Mr. P. S. Dixon, from Mr. R. A. Harding's office, appeared for the plaintiff and Mr. C. G. Alabaster, instructed by Mr. F. X. Almada, of Messrs. Almada and Smith, was for the defendants.

Mr. Potter stated that it was agreed by both sides that in the event of any one of the parties losing the case, they would consent to judgment in respect of two other actions. The action was a test case.
His Lordship—I don't quite understand the term "6 cents paid into Court."
Mr. Potter informed his Lordship that he did not know what the defence was, but he was aware that defendants alleged that the debt had been paid and that they held receipts in respect of same.
Mr. Alabaster said that that was so. The plaintiff had accepted a certain amount in full discharge of defendant's debt, less 6 cents.
His Lordship—What have I to try?
Mr. Potter—You have simply to find out whether the money is owing or not.
Proceeding, Mr. Potter stated that a meeting of creditors had been held and it was agreed that a dividend of 58 per cent. should be paid. The Tai Fung firm was formed in 1908. About September, 1909, owing to certain defaulters, the firm got into difficulties. In October of last year, an advertisement was inserted in the Chinese Mail that monies should be paid to the firm. At about this time, there were in the Sung Cheong village in China ten debtors of the Tai Fung firm, consisting of people who owed monies amounting to \$7,000, the defendants being among them. On the 2nd October a man named Tang Cheuk Hing, a partner, and salesman in the bankrupt firm, wrote letters to the defendants asking for payment. No answer being received to the letters, another letter was sent on the 28th asking for the money.
At this point, his Lordship asked whether the plaintiff contended that the letters had been received.
Mr. Potter stated that he did not know whether the defendants had in fact received the letters but the latter were sent under registered cover and they were in possession of receipts for same.
His Lordship—Post Office receipts?
Mr. Potter—Yes.
Continuing, Counsel stated that on the 2nd November, a meeting of creditors was held and adjourned till the 12th. The different dates which were going to be mentioned had an important bearing on the case. Between the 2nd and 10th of November, a letter was sent to the village asking for the money. On the 16th, a registered letter was again sent, for which he could produce a receipt. No reply was received in respect of the letter or liability. On November 18th, a further registered letter was sent. On February 5th and in March of this year, meetings of creditors were held in the Official Receiver's office. At the latter meeting, it was agreed, by the majority of the creditors that a dividend of 58 per cent. should be paid, and that the estate should be assigned to the defendants.
On May 3rd, notice in writing of the assignment was sent to the defendants by Mr. Harding. Prior to that date the plaintiff went to the village himself and saw the two defendants, whom he asked for the money. The latter said they were partners in the Tai Fung firm and asked to be furnished with accounts. It was never suggested in any shape or form that the money had been paid, and to anyone the defendants actually said "We owe the money." On June 2nd, one of the debtors (not the defendants) came down to Hongkong and paid his debt in full (\$450). The debt was reduced but nothing turned out on that fact. A few days after, one of the defendants came down to Hongkong and asked the plaintiff Mr. Harding would accept 58 per cent of the debt. That was rather an important admission and bore the impress of truth upon it. It showed the working of defendant's mind. The man probably said to himself "The others have been asked to pay 58 per cent; why should I pay more?"
His Lordship—That is a question of fact I'll have to try.
Proceeding, Mr. Potter stated that in July, a clerk in Mr. Harding's office, an interpreter, another man and the office-boy went to the village and served the defendants with notices in connection with the debt. The party had to be guarded by four soldiers and two officers. On that occasion also, the defendants admitted liability. The defence in all the actions (1 summary and 6 original) was that the money had been paid and receipts given. The receipts were alleged by a man named Mr. Cheuk Nam, who was a partner in the Tai Fung firm, and the receipts were chopped with a chop belonging to the firm.
His Lordship—It was a genuine chop, I suppose? I mean to say it wasn't a chop manufactured for the purpose?
Mr. Potter—Oh, no, in fact, we are going to prove that the man kept the chop.
His Lordship—Is it alleged that the signature on the receipt is a forgery?
Mr. Potter—It is alleged that it was a fraudulent transaction. It was not the proper chop of the firm. If I can prove that the receipt was a fraud and that the defendants were parties to the fraud, the receipt must be considered to be void. I am going to prove, and I'll prove it, which will leave no possible doubt in your Lordship's mind, I think, that while the plaintiff was supposed to be in the Sung Cheong village giving receipts broadcast, he was here in Hongkong, and that he was present at the meeting of creditors. I'll also prove that there are supposed to be ten receipts dated the 6th and 10th of November but the whole thing is a fraud. I'll prove that the chop used was for another purpose.
After further argument, his Lordship adjourned the case till the 12th.

THE HONGKONG UNIVERSITY.
LIST OF SUCCESSFUL CANDIDATES.
We have received from Mr. E. Ralphs, director, Technical Institute, the following list of candidates successful at the Technical Institute examinations held in June last:—
Building Construction—1st Term.—Ng Kang Cheung, Chow Lai K. Kwok Oo. 1st Year.—Ho Wing Kin, D. X. Yvior, Chan Mak Heung. 2nd Year.—Tse Ching Fong. Field Surveying 1.—Ho Wing Kin, Ma Fung Shid, D. X. Yvior, T. L. Goldenberg, Chan Chiu Un.
Machine Drawing—Stage 1. Ma Shing Hei, 2nd, Wong Kai On; Wong Kwok Shun, 1st. Stage 2. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 3. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 4. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 5. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 6. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 7. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 8. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 9. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 10. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 11. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 12. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 13. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 14. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 15. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 16. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 17. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 18. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 19. Ma Shing Hei, 2nd, Wong Kwok Shun, 1st. Stage 20. 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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA to VANCOUVER. 11 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

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"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG LONDON, via Canada, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and complimentary being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railway.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUNSAN"	FRIDAY, 7th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 8th Oct., Noon.
SANDAKAN	"MAUSANG"	MONDAY, 10th Oct., Noon.
TIENTSIN	"CHONGSHING"	MONDAY, 10th Oct., Noon.
MANILA	"LEONGSANG"	FRIDAY, 14th Oct., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers "Katsang," "Namsang" and "Leongsang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Simporna, Tawau, Ussau, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 215.
Hongkong, 5th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ONEFOO & TIENTSIN	"RUICHOW"	6th Oct., Daylight.
SHANGHAI	"CHINHUA"	6th " 3 P.M.
SINGAPORE & NEWCHANG	"HANGHANG"	6th " 4 P.M.
HAIPHONG	"SINGAN"	7th " 10 A.M.
ILOILO & CEBU	"SUNGKIANG"	8th " 4 P.M.
SHANGHAI	"TAIYU"	9th " Midnight.
MANILA	"TAIYU"	9th " 4 P.M.
ONEFOO & NEWCHANG	"TAOTING"	11th " 4 P.M.
ILOILO & CEBU	"KAPONG"	11th " 4 P.M.
SHANGHAI	"CHIEHAN"	13th " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SURVY STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.
With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 25.
Hongkong, 5th October, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	5140	R. Rodger	MANILA	SATURDAY, 8th Oct., at Noon.
ZAVIRO	5140	A. Fraser	"	SATURDAY, 15th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.
Telephone No. 11.
Hongkong, 1st October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA, W. MOJI, KOBÉ AND YOKO.	"CHICAGO MARU" Capt. I. Gold	6,162	WEDNESDAY, 24th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA
SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU" Capt. S. Yamada	FRIDAY, 10th Oct., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIOI MARU" Capt. H. Matsuyama	SUNDAY, 12th Oct., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 3rd October, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. R. Takeda, Tons 7000 HIRANO MARU, Capt. H. Frank, Tons 9000 TAYGO MARU, Capt. A. Christensen, Tons 8300	WEDNESDAY, 10th Oct., at Daylight. WEDNESDAY, 16th Oct., at Daylight. WEDNESDAY, 23rd Nov., at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. H. H. H. H., Tons 7000	SATURDAY, 5th Nov., from KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. K. K., Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 11th Oct., at Noon. TUESDAY, 18th Nov., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6200	FRIDAY, 27th Oct., at Noon. FRIDAY, 25th Nov., Noon.
BOMBAY via SINGAPORE & COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	TUESDAY, 18th Oct., at Noon.
SHANGHAI, MOJI & KOBÉ	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	WEDNESDAY, 12th Oct., at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 16th Oct., at Noon.
KOBÉ and YOKOHAMA	KAMO MARU, Capt. F. L. Sommer, Tons 9000	THURSDAY, 18th Oct., at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MITSUBISHI MARU	5,000	15th Feb.	To London, per New Steamer.
KITANO	5,000	1st March	1st class Single—Y 50
IYO	5,000	15th " "	2nd class Single—Y 25
HIRANO	5,000	15th " "	3rd class Single—Y 15
TAMBO	5,000	15th April	Old Sir, 1st class Single—Y 50
KAMO	5,000	15th " "	2nd class Single—Y 25
AKI	5,000	15th May	3rd class Single—Y 15
MISHIMA	5,000	15th " "	Old Sir, 1st class Single—Y 50

To Victoria, B.C. and Seattle, Wash. U.S.A.

RATES OF PASSAGE.

To Pacific Coast Comps Points

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

To London via New York

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Capt. McArthur, will be despatched as above on SATURDAY, 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th September, 1910. [612]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

S.S. "MUNCASTER CASTLE" (On or about 28th Oct.)

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd October, 1910. [615]

SOCIETA ANONIMA NAZIONALE DA

SERVIZI MARITTIMI

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"TECHIA"

Capt. Baldo, will be despatched as above on WEDNESDAY, 12th October, at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 30th September, 1910. [616]

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI"

Capt. W. Gray Williams, will be despatched as above on or about 13th Oct.

For Freight apply to

JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 10th September, 1910. [608]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER AND SEATTLE

via

SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamer

Tons

Captain

On or about

Kamo Maru

4,350

G. B. McGill

10th Oct.

Agave Maru

4,350

J. Boyd

10th Nov.

Calling at Amoy and Keelung if sufficient indentment offers.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

Central Agents.

Queen's Building.

Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast)

THE Steamship

"INDRAVALI"

Capt. R. R. R., will be despatched as above on SATURDAY, 10th October, at Noon.

For Freight and further information, apply to

SHEWAN TOMES & CO., General Agents.

Hongkong, 12th September, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, FLYMOOTH, AND LONDON.

THE Steamship

"ASSAYE."

Capt. Owen Jones, R.N., will be despatched as above on SATURDAY, 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th September, 1910. [612]

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Hongkong, 3rd October, 1910. [615]

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Hongkong, 10th September, 1910. [608]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER AND SEATTLE

via

SHANGHAI, MO

Post Office

HONGKONG

CHINA COAST METEOROLOGICAL REGISTER.

TO-DAY'S EXCHANGE. 7

Selling.
Bank T T

4 months' sight.

-Bank T.T.
 ca-Bank T.T.
 ay-Bank T.T.
 T.T.
 demand
 al-Bank T.T.
 poise-Bank T.T. per H.K. Sica
 -Bank T.T.

Buying.

100 lbs's sight L/G
100 lbs's sight L/C
100 lbs's sight San Fco & New York
do, do
75 lbs's sight Sydney & Melbourne ..
100 lbs's sight France
100 lbs's sight N
100 lbs's sight Germany
Silver
of England rate

Sign

SHIPPING AND MAILS

(*Kunming*) 7th inst.
American (*Siberia*) 10th inst.
American (*China*) 18th inst.
Canadian (*Monteale*) 18th inst.
American (*Empress of China*) 21st inst.
American (*Manchuria*) 28th inst.
American (*Kilyo Maru*) 1st prox.

The H. A. L., s.s. *Baden's* left Shanghai last, p.m., and may be expected here last, p.m.
The s.s. *Muncaster Castle* sailed from this morning, and is due at this port last, at daylight.
The Imperial German Mail s.s. *Gaulsch* left here on 7th ult., at 2 p.m., and Genoa on 4th inst., at 8 a.m.

THE WEATHER.

On the 5th at 12.05 p.—The barometer rose slightly on the S. coast of China a little in the Philippines.
There are some indications of the existence of a depression over the middle part of the China Sea.
A mass area of low pressure is moving Eastward towards the North of Japan.
Pressure remains high, over Choo, and north of the Yangtze valley.
Strong N.E. winds may be expected over part of the China Sea.
Hongkong Rainfall for the 24 hours ending 6th Oct., 10.45, 0.0 inches.
FORECAST.
—Hongkong and Neighbourhood, Breezy, fresh or strong fair.
—Formosa Channel, Same as No. 1.
—South coast of China between Hong Kong and Lamook, Same as No. 1.
—South coast of China between Hong Kong and Ahalan, Same as No. 1.

Shipping.

Arrivals.
Holland, Gen. ss. 1,047, F. Jamieson, 4th Oct.—Haiphong and Hoilow 3rd Oct., 11 a.m.
Diederichsen, Ger. ss. 774, Chr. Hennrich, 4th Oct.—Haiphong and Hoilow Oct.—Gen.—J. & Co.
Armasia, Ger. ss. 1,000, Rehde, 4th Singapore 28th Sept., Gen.—H. A. Schuchel, Br. ss. 1,350, J. B. Harris, 4th Shanghai and Oct. Gen.—B. & S.
Tosapang, Br. ss. 1,359 Hay, 4th Oct. Ports 26th Sept. Sugar.—J. M. & C. Chuang Sun, Br. ss. 1,378 Andersen, 4th Java 23rd Sept. Sugar.—J. M. & C. Syria, Fr. ss. 4,100, D. C. Greger, R.D. 4th Oct. Foochow 3rd Oct., Gen. O. S. & Co.
Telomachus, Br. ss. 1,340, Edwards, 4th Oct.—Salgon 26th Sept. Gen.—Sing.
Chiyeen, Chi ss. 1,177, C. Stewart, 4th Oct.—Canton 4th Oct. Gen.—C. M. S.
Hutchew, Br. ss. 1,157, E. Forsyth, 3rd Canton 4th Oct. Gen.—B. & S.
Nanchang, Br. ss. 1,044, Cogan, 5th Canton 4th Oct. Gen.—B. & S.
Chiehshu, Br. ss. 1,350, A. S. Harris, 5th Canton 4th Oct. Gen.—B. & S.
Yorck, Ger. ss. 8,901, T. Randemann, —Brameshaam 24th Aug. and 8th Oct. Mail and Gen.—M. & C. Ischia, Ital. ss. 2,480 G. Belisio, 3rd Bombay 16th Sept. and Singapore Cotton and Yarn.—Cardwell & Co. Priam, Br. ss. 2,005, P. C. Lewis, 3rd Liverpool 27th Aug. and Singapore Rept. Gen.—B. & S.
Bojun Maru, Jap. ss. 1,300, S. Yamane, —Shanghai 2nd Sept. and Swatow Oct. Gen.—O. S. K.
Phraeng, Ger. ss. 1,074, Von Manne, 5th Oct.—Bangkok and Swatow Ballast.—B. & S.
Yushun, Chi. ss. 1,079, Westerlund, —Canton 4th Oct., Gen.—C. M. S.

Clearance at the Harbour Office.

Armenia, for Shanghai.
Derfflinger, for Singapore.
Syrta, for Singapore.
Sedile Maru, for Moji.
Anhui, for Canton.
Pelau, for Shanghai.
Kutung, for Shanghai.
Titan, for Japan.
Triglo, for Palmburg.
Kora, for Bangkok.

Departures.

Oct. 5:
Derfflinger, for Europe.
Sedile Maru, for Tacoma.
Hakata Maru, for Swatow.
Hakata Maru, for Singapore.
Kure, for Canton.
Derwent, for Amoy.
Pohiat, for Amoy.
Fukusaw, for Takao.
Katsuy, for Kobe.

Korat, for Bangkok.
Tientsin, for Seattle.
London, for Bangkok.

Post Office.

Only fully paid letters and postcards are transmissible by the Siberian Route to Europe.

A Fall will close for —

Haiphong—Per *Hongkong*, 6th Oct., 11 A.M.
Shanghai, Nagasaki, Kobe and Yokohama—
Per *Yokohama*, 6th Oct., 9 A.M.

Manila—Per *Ningbo*, 6th Oct., 11 A.M.
Macao—Per *Am Tak*, 6th Oct., 1.15 P.M.
Shanghai—Per *Canton*, 6th Oct., 7 P.M.
Hollo and Cebu—Per *Kailong*, 6th Oct., 3 P.M.

Telegraf, Chelso and Nauchwang—Per
Naochang, 6th Oct., 3 P.M.

Kwong-chow-wan—Per *Gori Dordichon*,
6th Oct., 3 P.M.

Haiphong—Per *Singan*, 7th Oct., 9 A.M.
Swatow, Amoy, Foochow and Shanghai—
Per *Shufu Mars*, 7th Oct., 9 A.M.
Swatow, Amoy and Foochow—Per *Faiching*,
7th Oct., 10 A.M.

Manila.—Per *Sav Tai*, 7th Oct., 1.15 P.M.
Manila.—Per *Yunnan*, 7th Oct., 3 P.M.
Manila. Angaur, Yap, Fradairich, Wilhelmshafen, Rabaul, Herberstshöhe, Matupi, Nibane, Sydney, Hobart, Launceston New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.—Per *Colnett*, 7th Oct., 5 P.M.

Haliphong—Per *Amigo* 9th Oct., 5 P.M.
Manila—Per *Rubi*, 8th Oct., 10 A.M.

Singapore, Fecang and Calcutta—Pa
 November 8th On 11 A.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunsdin, Perth and Fremantle—*Per Eastern*, 8th Oct., 11 A.M.

Yokohama—*Per Tijmahl*, 8th Oct., 11 A.M.

Hollo and Cebu—*Per Sungtiang*, 8th Oct 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Vico

SHANGHAI VIA SIBERIAN Mail to
Europe—Per *Emboss of Japan*, 8th Oct., 5 P.M.

Europe, &c., India, via Taitcorin—Per
Yarra, 11th Oct., 11 A.M.
Swatow, Amoy and Foochow—Per *Hatter*
11th Oct., 11 A.M.
Batavia, Cheribon, Samatang and Sur-
abaya—Per *Tjiswang*, 11th Oct., NOON.
Manila—Per *Tran*, 11th Oct., 3 P.M.
Chefoo and Newchwang—Per *Paoting*, 12

Oct., 3 P.M.
Singapore, Penang and Colombo - P
190 Marn, 11th Oct., 5 P.M.
Shanghai, Nagasaki, Kobe, Yokoham
Honolulu and San Francisco - Per N
Marn, 15th Oct., 11 A.M.
Europe, &c. India, v/a Taicoria - P
190 Marn, 15th Oct., 11 A.M.
Europe, &c. India v/a Taicoria - P
P. E. R. 190 Marn, 15th Oct., 11 A.M.

Vessels	To	Agents	Days
Furness	Calcutta	J. M. & Co	Oct.
Aracania	Sabang	A. L.	Oct.
	Glennagore	J. M. & Co	Oct.

Kumagoo	Kobe	D. & Co., Ltd.	Oct.
Mun. Castle	Kelangan	P. & O. Co.	Oct.
Bornen	Singapore	R. M. S. P.	Oct.
Monmouthshire	Singapore	P. M. Co.	Oct.
Siberia	Japan	P. & A. Co.	Oct.
Selja	Portland	M. & Co.	Oct.
P. Waldemar	Sydney	D. & Co., Ltd.	Oct.
Americ	Seattle	P. M. Co.	Oct.
China	San Francisco	C. F. R. Co.	Oct.
Monteagle	Vancouver	C. F. & Co.	Oct.

Empire	Sydney ..	G. L. & J. Co.	Oct.
Chicago Maru ..	Tacoma ..	O. S. K. ..	Oct.
Perla	Mexico ..	E. H. F. Co.	Oct.
Manchuria	San F'cisco	P. M. Co. ...	Oct.
Chiyo Maru ...	San F'cisco	T. K. K. ...	Nov.

VISITORS AT THE HOTELS.

CRADICKBURN.

Adams, Mr. and Mrs.	Knoct, Mrs.
F. R. J.	Kydd, Mr. & Mrs. T.
Caldwell, Mr. and Mrs.	Lammert, Mrs.
G. A.	Mohlar, Mr. and Mrs.
Chinchan, S. J.	Pearce, Mr. and Mrs.
Gaskell, Mr. and Mrs.	Smith, Crother
W. H.	Smith, Miss D.

Capt. Rev. & Mrs. J. Sutton, Mr. & Mrs.
 Grant-Smith, E. Weigall, Mr.
 Jones, Dr. and Mrs. Willet, G. I.
 Evan Wood, E. M.

HIS BR

NAME	CLAS.

Alacrity	001	000	000	000	desp	ph	00000001
Astraea	000	000	000	000	crucial, and	000	00000000
Bramble	000	000	000	000	river	00000000	00000000
Britannia	000	000	000	000	000	00000000	00000000
Cadmus	000	000	000	000	sloop	000	00000000
Cherub	000	000	000	000	water tank and	000	00000000
Glio	000	000	000	000	sloop	000	00000000
Fane	000	000	000	000	torpedo boat des	000	00000000
Fane	000	000	000	000	cruiser, and	000	00000000

Flora	...	...	...	torpedo boat destroyer
Handy	...	...	...	torpedo boat destroyer
Hart	...	...	...	torpedo boat destroyer
Janus	...	...	...	cruiser, 1st class
Kent	...	...	...	river gunboat
Kinska	...	...	...	surveying ship
Merila	...	...	...	armoured cruiser
M'Intosh	...	...	...	cruiser, 1st class
Wanmouth	...	...	...	river gunboat
Worham	...	...	...	river gunboat

—	Nirgrah	000	000	torpedo boat de
—	Other	000	000	river gunboat
—	Robin	000	000	river gunboat
—	Sandpiper	000	000	river gunboat
—	Salpe	000	000	torpedo boat de
—	Taku	000	000	receiving ship
—	Tamar	000	000	river gunboat
—	Teal	000	000	river gunboat
—	Thistle	000	000	torpedo boat de
—	Virago	000	000	surveillance shi

Kat,	waterwren	---	---	---	torpedo boat
Bsp.	Whiting	---	---	---	river gunboat
Kaga	Widgeon	---	---	---	river gunboat
Bsp.	Woodcock	---	---	---	river gunboat
Burg.	Woodlark	---	---	---	river gunboat
able,					
able,					
23rd					
Swig,					
mont					

Flying Flag of Vice-Admiral

		Bar. Th. Hc. Wind		Wv.
Vladivostok	9 a.m.	29.95	98	0 S
Nansoo	6 a.m.	30.08	—	—
Hokaido	—	29.99	—	0 S
Tokio	—	30.03	—	—
Kochi	—	29.95	—	SW
Nagasaki	—	30.01	—	SW
Yagoshima	—	29.96	—	—
Oshima	—	29.99	—	—
Naha	—	29.87	—	WNE
Ishigakijima	—	30.01	—	—
Bonin Is.	—	29.89	—	SW
Chafso	5 a.m.	—	—	—
Weihaiwei	5 a.m.	30.17	59	52
Yantai	5 a.m.	—	—	—
Kiaikang	—	30.10	65	28
Shanghai	9 a.m.	30.16	71	21
Guinfai	—	30.10	71	57
Sany Peak	—	30.06	73	24
Amoy	8 a.m.	29.88	71	10
Sweatow	—	—	—	—
Taihook	9 a.m.	30.15	—	—
Taipei	—	29.88	—	—
Tainan	—	29.89	—	—
Kouben	—	29.81	—	—
Pescadores	—	29.89	—	—
Canton	9 a.m.	—	—	—
Hongkong	10 a.m.	30.03	79	53
Victoria Peak	—	—	—	—
Gap Rock	—	29.96	—	—
Macao	—	—	—	—
Wuchow	9 a.m.	—	—	—
Hohow	—	—	—	—
Shanghai	8 a.m.	—	—	—
Shanghai	8 a.m.	—	—	—
Touane	—	—	—	—
B. Sh. James	—	—	—	—

[illegible]

Victoria Peak	11	---	---	---	---	---
Gap Rock	11	10.90	---	---	---	---
Macao	11	10.98	77	---	---	---
Wachow	9	A.M.	---	---	---	---
Hothow	11	---	---	---	---	---
Pakhol	11	---	---	---	---	---
Phellan	8	A.M.	---	---	---	---
Touans	---	---	---	---	---	---
C. St. James	---	---	---	---	---	---
St. James	6	---	---	---	---	---

Manila	10 a.m.	29.02	79	WAW	0
Legaspi	6 a.m.	29.01	73	—	0
Bagdad	9 a.m.	—	—	W	1
Hollo	—	29.01	81	—	0
Osbm	—	29.03	86	W	1
Lacnan	—	29.00	81	—	—

Oct 4 81 Oct 4 81
 10 a.m. 6 p.m.

Barometer	at 10:00 AM	30.01	29.98
Temperature	at 10:00 AM	79	78
Humidity	at 10:00 AM	63	60
State!!	at 10:00 AM		

HONGKONG TIDE TABLE

From October 5th to 15th, 1900.

HIGH WATER.				LOW WATER.			
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Day of Week.	Day of Month.	Hongkong Mean Time.	Height.
Wed.	5	h. m. 10 49	ft. in. 6 3			h. m. 10 43	ft. in. 6 3
Thurs.	6	10 51 A	6 3			10 48 A	6 3
		11 15	6 3			10 44	6 3

Vel.	7	10.40	5.7	4.20
		10.00	5.3	3.30
Sal.	8	10.00	4.8	0.15
		11.24	4.8	1.10
Sur.	9	11.00	4.4	7.20
		11.33	4.8	1.15
Mon.	10	No inferior	high	3.30
		11.00	6.	2.30
Tues.	11	No inferior	high	2.30
		No inferior	high	2.30

on dashes morning,
a " afternoon.

CAPTAIN.	LAST REPORT.
Commander P. H. Noble	Hongkong
E. B. Kiddle	Cruising
Dr E. G. Washington	Shanghai
	Shanghai

Commander E. M. Donovan	Shanghai
Commander H. L. Lyns	Fongtsong
W. Smith	Hongtsong
Commander H. R. Veale	Hongtsong
Commander C. E. Lloyd Thomas	Hongtsong
John Nicholas	Nagasaki
Commander B. J. Goy, V.C.	Onsing
Commander H. S. Monroe	"
Commander G. C. Heathcote	Hongtsong
S. Farquhar	Fongtsong

ommander T. J. S. Lynn ...	..	Taylors
F. C. Learmonth		Borneo
Gec. G. Gayley ... ..	..	Yokohama
H. L. P. Heard ... ..	..	Yokohama
emmander G. P. Leith	..	West River
ommander C. H. Woodward	..	Yangtze
ader H. Stevenson	..	Grauling
emmander C. L. Lucas	..	West River
ommander E. J. Stubbins	..	West River
ommander J. M. Bartel	..	Yangtze
	..	Flac. Hong

W. Barlow	...	...	...	...	Hon. Kong
Idar C. J. Kyres	...	...	...	...	Hon. Kong
Commander R. J. Buchanan	...	...	...	...	Yangtze
Comdr. M. E. Baillie Hamilton	...	...	...	...	Yangtze
Commander G. Lloyd-Thomas	...	...	...	...	Pengtong
Commander R. L. Hancock	...	...	...	...	Singapore
Commander G. B. Harford	...	...	...	...	Hongkong
Commander M. H. Wilding	...	...	...	...	Yangtze
Comdr. B. R. Brooks	...	...	...	...	Yangtze
Commander G. F. A. Malock	...	...	...	...	Yangtze

Ms. 0.14.1

Journal of Management Education 30(6)p.789-804

SHARE QUOTATIONS.

Supplied by Messrs. L. S. KADONIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

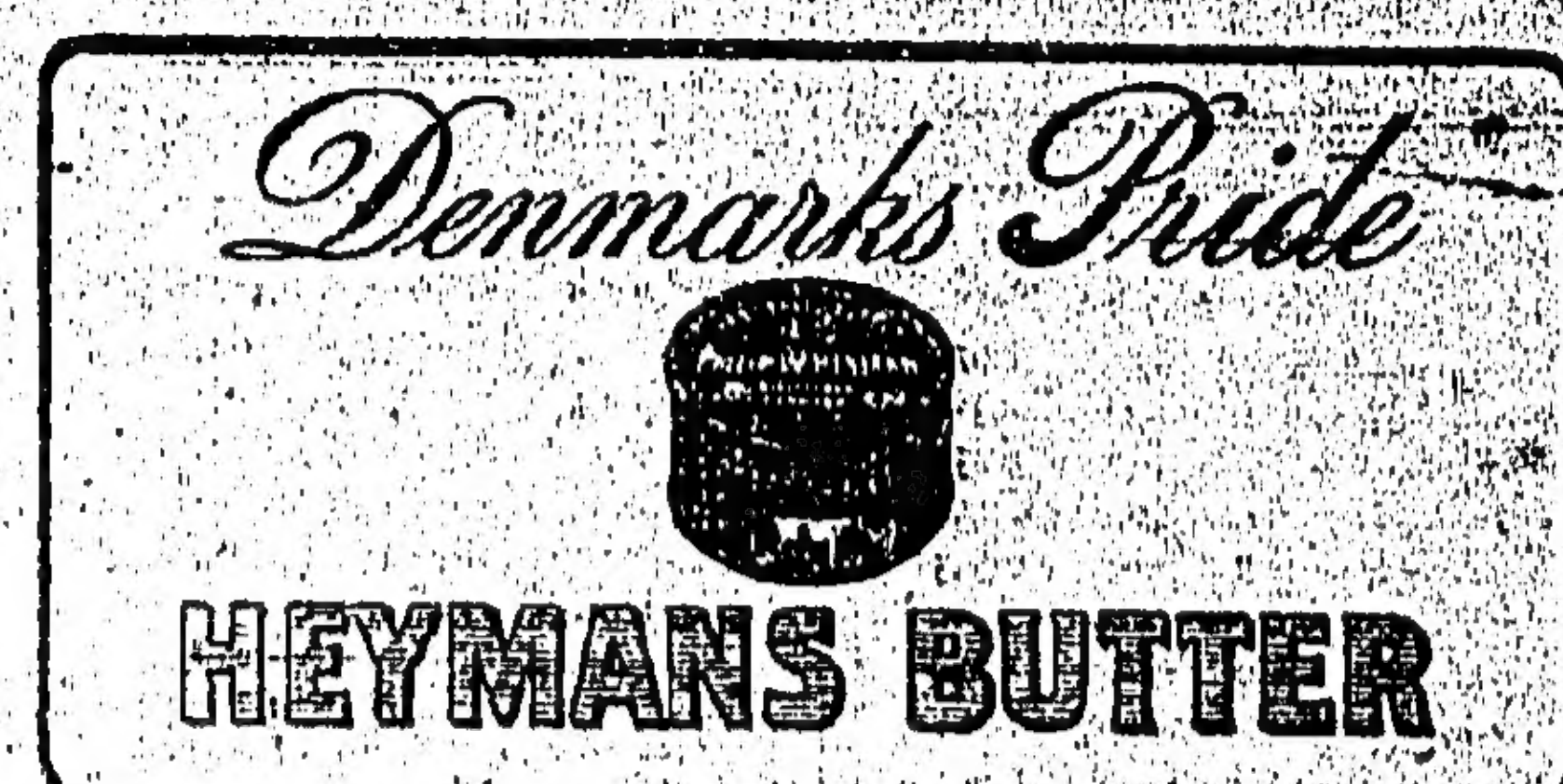
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$350,000	\$2,019 3 0	\$2 for first half year ending 30.6.10 @ ex 1/64 - \$12.45	5 %	{ \$22 1/4 sellers 1 1/8
National Bank of China, Limited	90,025	7	46	{ \$4,000 \$3,000	\$30,552	\$2 (London 2/6) for 1909 .....	...	\$78 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$350,000	none	\$10 for 1908	5 1/2 %	\$190 buyers
North China Insurance Company, Limited	10,000	2 1/2	45	{ \$1,500,000 \$15,000,000 \$350,000	Tls. 207,573	Final of 7/6 making 15/ for 1908	5 %	Tls. 213
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,500,000 \$15,000,000 \$350,000	\$27,084	Final of \$10 per share, making in all \$50 per share for 1908 and an interim divid. of \$30 per share for 1909 .....	...	{ \$15 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,500,000 \$15,000,000 \$350,000	\$7,037	\$12 for year ending 30.6.10 and interim of \$3 on account of 1909	7 %	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$30	{ \$1,000,000 \$10,000,000 \$250,000	\$4,840	\$5 and bonus \$2 for 1908	7 %	\$115 sellers
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$350,000	\$25,218	\$27 for 1908	8 %	\$255 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$250,000 \$2,500,000 \$62,500	Dr. \$5,777	\$12 for 1906 .....	...	\$10 1/2 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$5,000,000 \$125,000	Nil.	\$4 for year ending 30.6.10 .....	...	\$23 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 \$12,000,000 \$300,000	\$24,766	Dividend of \$1 1/2 for 30.6.10	8 %	\$34 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	45 45	45	{ \$1,200,000 \$12,000,000 \$300,000	4,537.82	{ \$1 1/2 for 1907 on Preference shares only @ ex 1/10 11/16 - 55. 154 Final div. of 2/6 par sh. (comp. 14) making in all 4/6 par sh. for 1909 & an int. div. of 10 par sh. on ac. for 1908 A dividend of 7 1/2 % for 1907 ending 30.4. 1910 A bonus of 5 %	5 % 5 %	\$58 sellers \$17 1/2 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	4 1/2	4 1/2	{ \$1,000,000 \$10,000,000 \$250,000	4,024,094	...	...	...
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$10,000,000 \$250,000	11 150	...	...	...
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$10,000,000 \$250,000	Dr. \$8,090	\$5 for half year ending 30.6.1910	6 %	\$147 sellers
London Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$10,000,000 \$250,000	Dr. \$115,843	\$3 for 1907 .....	...	\$15
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	Pa. 10	Pa. 10	{ \$1,000,000 \$10,000,000 \$250,000	4,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 15 sellers
Headwaters Mining Company	50,000	Pa. 10	Pa. 10	{ \$1,000,000 \$10,000,000 \$250,000	none	First year .....	...	Pa. 10
Ramb Australian Gold Mining Company, Limited	150,000	4 1/2	4 1/2	{ \$1,500,000 \$15,000,000 \$375,000	none	\$2 per share 1910 dividend	5 %	\$7 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	{ \$5,000,000 \$50,000,000 \$1,250,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	\$9 sellers
Docks, Wharves & Godowns.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$4,500,000 \$112,500	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$3,300,000 \$33,000,000 \$825,000	\$204,847	\$2 1/2 for 1909	4 1/2 %	\$54
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$25,000,000 \$625,000	\$11,715	\$3 1/2 for half year ended 30.6.10 .....	...	\$40 1/2 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 15,700	Tls. 100	Tls. 100	{ \$1,570,000 \$15,700,000 \$392,500	Tls. 6,161	Final of Tls. 3 1/2 making Tls. 6 1/2 in all for year 30.4.10	8 %	Tls. 72 1/2
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ \$3,600,000 \$36,000,000 \$900,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 108
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$2,500,000 \$25,000,000 \$625,000	Tls. 6,314	Tls. 6 for year ending 30.6.10	8 1/2 %	Tls. 97 sales
Central Stores, Limited	50,123	\$25	\$25	{ \$1,253,075 \$12,530,750 \$313,269	\$24,041	\$2 for 1909	8 %	\$24 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$6,000,000 \$150,000	\$1,277	{ \$1 on old shares \$1.50 on new shares for half year ending 30.6.10 Interim of \$3 1/2 for 1909	5 1/2 % 7 %	\$100 buyers \$74
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$50,000,000 \$1,250,000	\$1,471	45 cents for 1909	6 1/2 %	\$7 1/2 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$375,000	\$849	\$2 1/2 for 1909	8 %	\$32 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$3,000,000 \$75,000	none	...	...	...
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ \$3,900,000 \$39,000,000 \$975,000	Tls. 62,069	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 122
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$6,250,000 \$156,250	\$1,058	Interim of \$1.20 for 1909	8 1/2 %	\$59
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ \$1,000,000 \$10,000,000 \$250,000	Tls. 10,091	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$12,500,000 \$312,500	\$5,551	50 cents for year ending 31.7.08 .....	...	\$5 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$750,000 \$7,500,000 \$187,500	Tls. 8,378	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 47 1/2 buyers
Loan-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$800,000 \$8,000,000 \$200,000	Tls. 4,839	Tls. 7 for 1909	10 %	Tls. 50
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 60	Tls. 60	{ \$180,000 \$1,800,000 \$45,000	Tls. 3,178	Tls. 25 for 1909	17 %	Tls. 300 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	{ \$1,500 \$15,000 \$375	468	15 % per share for 1909 .....	...	28 sellers
China-Borneo Company, Limited	60,000	12/6	12/6	{ \$1,500 \$15,000 \$375	Nil.	60 cents for 1909	6 1/2 %	\$9 1/2 sellers
China Light and Power Company, Limited	50,000	25	25	{ \$1,250,000 \$12,500,000 \$312,500	750,241	60 cents for year ended 28.2.06 .....	...	\$140 sellers
China Light and Power Co., Ltd. (Special shares)	50,000	25	25	{ \$1,250,000 \$12,500,000 \$312,500	32,602	60 cents for 1909	10 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$12,500,000 \$312,500	\$1,891	\$1.20 for year ending 31.7.09	6 1/2 %	\$19
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	{ \$300,000 \$3,000,000 \$75,000	\$4,390	Interim of 15 cents per share for 1910	12 %	\$12 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$40,000,000 \$1,000,000	\$670	24 per cent. viz. \$1.40 for 1909	12 %	\$11 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$1,200,000 \$30,000	\$11,798	{ A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10. Interim of \$1 per share for 1909	6 % 6 %	\$21 \$15 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$25	\$25	{ \$1,500,000 \$15,000,000 \$375,000	\$7,616	Final of \$1 making in all 32 1/2 for 1909	9 %	\$15 1/2 sellers
Hongkong Ropes Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$6,000,000 \$150,000	Tls. 316,682	Interim dividend of Tls. 12 1/2 15th March Tls. 12 1/2 15th June & Tls. 15 1/2 15th Sept.	4 %	Tls. 1,200
Maatschappij of Mijl. Bosch en Landbouwen plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$2,500,000 \$25,000,000 \$625,000	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	10 1/2 %	\$22 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$2,500,000 \$62,500	\$3,014	None .....	...	\$18 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	{ \$500,000 \$5,000,000 \$125,000	Pa. 15,540	None .....	...	...
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$7,500,000 \$187,500	...	None .....	...	...
Shanghai-Sumai Tobacco Company, Limited	20,000	Tls. 30	Tls. 30	{ \$600,000 \$6,000,000 \$150,000	Tls. 5,350	No dividend this year .....	...	Tls. 140 sellers
Societe des Papiers et Papeteries du Tonkin	13,300	50	25	{ \$665,000 \$6,650,000 \$166,250	none	First year .....	...	\$59 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$1,500,000 \$37,500	Dr. \$11,000	None .....	...	\$200 Hong currency
Steam Laundry Company, Limited	20,000	\$25	\$25	{ \$500,000 \$5,000,000 \$125,000	\$27,66	None for year ending 31st May 1907	8 %	\$24 1/2 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$5,000,000 \$125,000	none	60 cents for year ending 31.12.08	8 %	\$11 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$100,000 \$1,000,000 \$25,000	\$241	15 % per ordinary sh. for year ended 31.5.10	5 %	\$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	{ \$100,000 \$1,000,000 \$25,000	\$1,241	35 cents for 1909	5 %	\$11 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$9,000,000 \$225,000	\$2,013	5 % for 1909 .....	...	\$11 buyers
William Powell, Limited	15,000	\$7	\$7	{ \$105,000 \$1,050,000 \$26,250	\$781	None .....	...	...

Hotel.

BAND I BAND II BAND III
AT THE
BELLE VIEW HOTEL.
SHAUKIWAN ROAD.
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.
On SUNDAY, the 2nd October (weather permitting).
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.
Dinner a la Carte, 7.30 p.m.
Dining Rooms can be reserved by telephoning to the undersigned.
All cordially invited.
W. GALLAGHER, Manager.
Hongkong, 30th September, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.	NIGHT CARS.	SUNDAYS.
7.00 a.m. to 10.00 a.m. ... Every 10 minutes. 10.00 a.m. to 11.00 a.m. ... Every 15 minutes. 11.00 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 15 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 15 minutes. 2.15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.00 p.m. to 3.30 p.m. ... Every 15 minutes. 3.30 p.m. to 4.00 p.m. ... Every 15 minutes. 4.00 p.m. to 4.30 p.m. ... Every 15 minutes. 4.30 p.m. to 5.00 p.m. ... Every 15 minutes.	8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.	8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 15 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 10.50 a.m. ... Every 15 minutes. 10.50 a.m. to 11.00 a.m. ... Every 15 minutes. 11.00 a.m. to 12.00 noon ... Every 15 minutes. 12.00 noon to 1.00 p.m. ... Every 15 minutes. 1.00 p.m. to 1.30 p.m. ... Every 15 minutes. 1.30 p.m. to 2.00 p.m. ... Every 15 minutes. 2.00 p.m. to 2.30 p.m. ... Every 15 minutes. 2.30 p.m. to 3.00 p.m. ... Every 15 minutes. 3.00 p.m. to 3.30 p.m. ... Every 15 minutes. 3.30 p.m. to 4.00 p.m. ... Every 15 minutes. 4.00 p.m. to 4.30 p.m. ... Every 15 minutes. 4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 21st April, 1910.

HUNG ON & CO.

SHOW ROOM AND STORE
at the Premises formerly occupied by
A CHEE & CO.
174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Ware of all
descriptions, always on hand, for sale or on
hire at moderate rates.
Hongkong, 1st June, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 11, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Have been patronized by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Banks and other
leading Establishments in the Colony, to
whom reference can be made, as to the
superior Workmanship and Materials of the
Furniture, &c. supplied.

Messrs. A. S. Watson & Co., Ltd. (Incorporated in Hongkong)
We have pleasure in stating that MESSRS. LI KWONG LOONG & CO. have been appointed our Dispositary and gave us every satisfaction.
(Sd.) A. S. WATSON & CO.
11th May, 1910.

ORDERS, particularly attended to.
CHARGES most moderate.
AN INSPECTION INVITED.
HONGKONG, 11th May, 1910.

For Sale

FOR SALE

AT
GRACA & CO.
17, DES VOEUX ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card Albums.
Postage Stamp Catalogues for 1910.
Stock Books, Duplicate Pocket Books, Transparent Envelopes.
Two-piece, Magnifying Glasses, Perforation Gauge.
Novels, Books for parlours and household use. Toy Books for Children.
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